(ख) और (ग) अतिक्रमण का मंडलवार ब्यौरा इस प्रकार है :—

| मंडल | अतिक्रमणों की संख्या | क्षेत्रफल (हैक्टेयर में) |
|---|---|---|
| इलाहाबाद | 3492 | 60.64 |
| बीकानेर | 2553 | 25.67 |
| दिल्ली | 23230 | 403.27 |
| फिरोजपुर | 2179 | 37.85 |
| जोधपुर | 308 | 5.38 |
| लखनऊ | 3193 | 55 44 |
| मुरादाबाद | 1525 | 26.46 |
| अम्बाला | 1825 | 31.69 |
| | 38305 | 646.40 |

(घ) सरकारी स्थान (अप्राधिकृत अधिभोगियों की बेदखली) अधिनियम, 1971 के अंतर्गत अतिक्रमणों को हटाने के लिए सतत् कार्यवाही की जाती है ।

**Gauge Conversion**

1917. SHRI J. P. JAVALI : Will the Minister of RAILWAYS toe pleased to state :

(a) whether it is a fact that conversion work from Metre Gauge to Broad Gauge line between Miraj-Hubli and Hospet-Hubli was inaugurated in February, 1993;

(b) if so, what are the details about cost of conversion and the time frame for completion of works; and

(c) whether Bangalore-Arasikere-Hubli work also is in progress and the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) Yes, Sir.

(b) Details are as follows :

(i) Hubli-Hospet (144 km) Rs. 87.62 crores.

(ii) Miraj-Hubli (279 km) Rs. 163.26 crores.

Both the works are targetted for completion in 94-95, subject to availability of ' resources.

(c) Yes, Sir. Tentative plan for completion of the work, subject to availability of Resources is as under :

| | | |
|---|---|---|
| Bangalore-Tumkur | 60 km. | 92-93 |
| Tumkur-Arsikere-Chikjajur | 220 km. | 93-94 |
| Chikjajur-Hubli | 189 km. | 94-95. |

**Inquiry regarding derailment of Rajdhani Express**

1918. SHRI KAMAL MORARKA :
SHRI RAM NARESH YADAV :
SHRI MOHINDER SINGH LATHER:

Will the Minister of RAILWAYS be pleased to refer to answer to Unstarred Question 340 given in the Rajya Sabha on 24tli February, 1993 and state :

(a) whether any inquiry has been instituted in this regard;

(b) if so, what is the outcome thereof; and

(c) whether Government have taken any action against persons responsible for this accident ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) Yes, Sir.

(b) and (c) The Commissioner of Railway Safety, Northern Circle, is conducting the Statutory Inquiry into this accident and his final report is awaited. Further action will be taken on receipt of the report of the Commissioner of Railway Safety.

**वैगनों के उपलब्ध न होने के परिणाम-स्वरूप उत्तरी राज्यों में खाद्यान्नों की सप्लाई का प्रभावित होना**

1919. **श्री अजीत जोगी : श्री छोटू भाई पटेल :**

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेल वैगनों के उपलब्ध न होने की वजह से पूर्वोत्तर राज्यों में खाद्यान्नों को सप्लाई बुरी तरह से प्रभावित हुई है और इसके परिणामस्वरूप जन साधारण को स्थानीय बाजार से ऊंची दरों पर गेहूं और चावल खरीदने के लिए मजबूर होना पड़ा है ;

(ख) यदि हां, तो क्या सरकार वितरण प्रणाली को सुप्रवाही बनाने के लिए इन राज्यों में "बफर स्टाक" रखने का विचार रखती है ; और

(ग) यदि हां, तो इस संबंध में उठाए गए कदमों का ब्यौरा क्या है ?

रेल मंत्रालय में राज्य मंत्री (श्री के० सी० लेंका) : (क) से (ग) : जी नहीं। आबंटन की तुलना में राज्यों द्वारा खाद्यान्नों की ढुलाई सामान्य रही है। इस क्षेत्र में फरवरी, 1993 के दौरान स्टाक की स्थिति में सुधार आया है। स्टाक 185 हजार टन है जो पूर्वोत्तर राज्यों की सार्वजनिक वितरण प्रणाली के लिए डेढ़ माह के आबंटन को पूरा करने के लिए पर्याप्त है ।

**Increasing Uie speed of trains between Delhi and Hyderabad**

1920. SHRI V. HANUMANTHA RAO : Will the Minister of RAILWAYS be pleased *to* state :

(a) what are the technical constraints in increasing speed of trains between Delhi and Hyderabad;

(b) what steps are needed, like track strengthening, to enable speedier rail transport between Delhi and Hyderabad; and

(c) whe her it is a fact that movement of trains on Delhi-Hyderabad sector is slow in comparison to trains in other sec ors ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) and (b) Maximum permissible speed of trains running between Delhi and Secunderabad varies from 100 Kmph to 120 Kmph. Higher speed is feasible by strengthening the track structure, improving the system of signalling, deploying high speed air-conditoned Coaches and high speed locomotives.

(c) No, Sir.

**Rail Link between Bhadrachalam and Kovvur in South Central Railway**

1921. SHRI V. HANUMANTHA RAO: Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a proposal to build a rail link between Bhadrachalam and Kovvur in South Central Railway;

(b) whether any study has been done on this proposal; and

(c) what are the advantages of this proposal ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) No, Sir.

(b) and (c) A survey was done in 1971. The results of the survey were as follows :—

| | |
|---|---|
| Length . . . . | 149 Kms |
| Cost . . . . | Rs. 10.39 crores |
| Rate of Return . . . | 3.8% |

The proposal being unremunerativ* could noi be considered.